CONFIDENTIAL

Copy No. 31

GEOGRAPHIC INTELLIGENCE REPORT

DOMINICAN REPUBLIC

PART II: TRANSPORTATION

CIA/RR GR L-61-1, Part II

April 1961

CENTRAL INTELLIGENCE AGENCY

OFFICE OF RESEARCH AND REPORTS

Approved For Release 2000/08/25 : CIA-RDP79-01009A002700010017-4

CONFIDENTIAL

WARNING

This material contains information affecting the National Defense of the United States within the meaning of the espionage laws, Title 18, USC, Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

Approved For Release 2000/08/25 : CIA-RDP79-01009A002700010017-4

DOMINICAN REPUBLIC

PART II: TRANSPORTATION

CIA/RR GR L-61-1, Part II

April 1961

CONTENTS

DOMINICAN REPUBLIC

PART II: TRANSPORTATION

I. General

Transportation in the Dominican Republic traditionally has been by road, and the increased efforts of recent years to improve transport facilities have followed the same pattern. The mountainous terrain in the central and western parts of the country has discouraged the building of railroads, and has even retarded the development of more than a skeleton network of roads. Coastal transport has been effective for short hauling along the southern coast, but the long and sparsely populated extension of the island eastward makes coastal shipping impractical for the movement of goods between the south coast and the north. The few short rivers that are navigable provide no passenger service and only limited transport facilities for freight. Passenger service by air is relatively insignificant, and air freight has been slow to expand. Twelve airports capable of handling such traffic have been developed, but they are used chiefly by the Dominican Air Force for military patrols and maneuvers. The over-all transport situation reflects the lack of integrated economic growth under the Trujillo regime as well as the developmental problems posed by the difficult terrain.

II. Roads

There are approximately 3,500 kilometers (2,175 miles) of roads in the country, most of which are "national roads" maintained by the government (see Map 35027). A sparse road net connects most of the peripheral sections of the country with the capital, but large parts of the interior have no roads at all and few trails. Most highways are only

two lanes wide and, except for those constructed most recently, are winding, with an excessive number of curves and steep grades. Road signs are few and far between. Many streams must still be crossed by ferry or ford. About one-third of the roads are hard surfaced with an aggregate base; one-half are gravel surfaced with an aggregate base; and the remainder are unimproved dirt roads. One-third of the roads are classed as "dry weather only;" and, unless properly maintained, sections of even the better roads become impassable during the rainy season -- generally May through November.

A. Major Roads

Three highways are of major significance in connecting the important commercial sections of the country: Carretera Duarte, Carretera Mella, and Carretera Sánchez. The artery most vital to the country is the Duarte highway, which stretches from the Capital, Ciudad Trujillo, to Montecristi in the extreme northwest, a distance of 292 kilometers (181 miles). Near its mid-course the highway passes through the richest agricultural part of the country, the Cibao area, which provides the capital and much of the rest of the country with food. The heavy traffic along the highway includes not only food and consumer goods moving to and from the capital but also bananas and sugar from producing areas to transshipment points.

From Ciudad Trujillo to Monseñor Nouel, a distance of 90 kilometers (56 miles), the Duarte highway is a heavy-duty 24-foot concrete road with 6-foot shoulders, recently improved to first-class condition. Gentle gradients and easy curves permit rapid travel in low mountainous areas. Between Monseñor Nouel and Santiago, about 85 kilometers (53 miles), the road crosses the northeast fringes of the Cordillera Central, and sharp

curves are numerous in the steeper stretches. In general, the asphalt surface of this stretch is in fairly good condition, but in places it is broken up and fairly rough. The 117 kilometers (73 miles) of 16-foot asphalt road between Santiago and Montecristi vary in quality from good to poor. Heavy traffic, including sugarcane and banana trucks, contributes to the rapid development of potholes; and, in some sections, the need for patching is continuous. The Elmhurst Construction Company has had a contract for the improvement of this highway for several years, but construction has alternately progressed and come to a standstill, depending upon the financial vagaries of the Dominican Government.

The Mella highway stretches from Macao, almost at the eastern tip of the island, through Higüey, El Seibo, Hato Mayor, and San Pedro de Macorís to Ciudad Trujillo, a total distance of about 195 kilometers (120 miles). Between the capital and San Pedro de Macorís, it is the only existing road, and disruption of service along this segment would completely isolate the entire eastern part of the Republic. The Mella highway has been asphalt surfaced throughout, but in the mountainous sections from Hato Mayor to San Pedro and Higüey, the surface in places has deteriorated to rough gravel. Alternate routes are available between San Pedro and Higüey via La Romana on the coast or Ramón Santana further inland, but the Hato Mayor-El Seibo section of the Mella highway remains an essential artery because roads branch north from it to Sabana de la Mar and to Miches.

The third major highway, the Carretera Sánchez, is the principal through route to Haiti. It connects with the Mella highway at Ciudad Trujillo, and together the two form a generally good, asphalt-surfaced

road that traverses the southern part of the Republic for more than 435 kilometers (270 miles). The first 12 kilometers (7 miles) of the Sánchez highway is a 4-lane, concrete artery connecting Ciudad Trujillo with the town of Jaina, and the continuation of this surface to San Cristóbal has been projected. Beyond Jaina, an asphalt road runs through San Cristóbal, Baní, Azua, San Juan, and Elías Piña, where it crosses the Haitian border.

B. Minor Roads

In addition to the three major highways, several other very significant roads tap already productive areas or make possible the opening up of new ones. Two such routes branch off the Sánchez highway. The first is an asphalt road that leaves the Sánchez highway at a point not far west of Azua, one arm of it going south to Barahona and the other west to Descubierta. Much of the road is of very poor quality. In the stretch around the tip of the Bahoruco Peninsula, the surface south of Barahona deteriorates to sand and gravel until it connects with a good gravel road, which goes from Pedernales to Jimani and Descubierta. The second important branch off the Sánchez highway is a new road leading north from Las Carreras through San José de Ocoa to La Horma, Valle Nuevo, Constanza, and El Río, and finally to the Duarte highway. This branch will be of importance as a supply route to the rich agricultural region around Constanza and as an outlet for produce destined for distant markets.

From the Duarte highway, the oldest and most active route in the Republic, several branch roads lead to various long-established market areas. A good asphalt road connects Santiago with Puerto Plata, but travel along it is not rapid because of the steep, sharp curves on

Approved For Release 2000/08/25 : CIA-RDP79-01009A002700010017-4

"La Serpentina," as the natives call the stretch of the road that crosses the Cordillera Septentrional. Between Villa Isabel and Santiago, another busy road parallels the Duarte highway on the south; it is a gravel or coral-surfaced road of fair quality that taps agricultural lands near the foothills of the Cordillera Central. A good road also branches off of the Duarte highway near La Vega and climbs to Jarabacoa; from there a gravel road winds through the mountains to El Río, where it connects with the road from Constanza. Several gravel roads lead eastward from the Duarte highway -- from Moca, Rincón, and Piedra Blanca -- and connect with such points as San Francisco de Macorís, Cotuí, Pimental, Julia Molina, and Samaná. In the extreme northwest, an asphalt road leads south from Montecristi to Dajabón, south of which a gravel road continues across the mountains to the Sánchez highway east of Elías Piña.

In the remainder of the country, lesser roads form a sparse net covering only limited areas. Near Puerto Plata, an alternately gravel and asphalt road, heads east and more or less follows the coastline to Julia Molina, some 198 kilometers (124 miles) east of Puerto Plata. West of Puerto Plata a poor road leads through Imbert and Luperón. In the northwest, equally poor roads connect both Santiago Rodríguez and San Juan de las Matas with the Duarte highway. In this region, however, the work of improving and joining the roads and of building new ones across the mountains to connect with roads from the south has already begun.

In the area approximately 50 kilometers north of Ciudad Trujillo -- which includes Yamasá, Cevicos, and Monte Plata -- the existing complex of low-quality roads is also scheduled for improvements. Poor roads now

penetrate the area from the south and west, but little new construction has as yet taken place.

Almost all of the areas included in the Cordillera Central, the Cordillera Oriental, and the interior of the Bahoruco Peninsula lack road communications and are penetrated by very few trails.

C. International Road Connections

International travel between the Dominican Republic and Haiti has been reduced to a minimum because of the political tension between the two countries and is limited chiefly to migratory workers from Haiti who must return after their work is done. Good connections with the Haitian road network occur in only three places: Dajabón, Elías Piña, and Jimaní. The Dajabón crossing is easily reached via Montecristi and connects with a first-class road to Cap-Haïtien on the northern Haitian coast. From Elías Piña, a connecting road passes through Lascahobas and Mirebalais in Haiti; and, from Jimaní, a fairly good road leads to Fond Parisien and Croix des Bouquetes. In Haiti, all three routes connect with the main (though poor) roads leading to Port-au-Prince.

Other border crossings are located at Cercadillo, near Bánica, and at Pedernales in the extreme south; but the connecting roads in Haiti are very poor and are traversable only by jeep.

In 1936, an international highway was built that stretches for 48 kilometers (29 miles) along the border, itself, between Cercadillo and Villa Anacaona. The only connection into Haiti, however, is the poor road between Cercadillo and Hinche. Consequently, there is little excuse for international traffic to travel along the road. Guard posts are numerous and traffic is limited primarily to military personnel and local inhabitants, as is also the case along the entire Dominican frontier.

D. Bridges

The mountainous and hilly terrain of the Dominican Republic and the numerous streams require the building of many bridges. Even in the arid sections of the northwest and southwest, runoff following sudden showers during the rainy season is sufficient to call for some provision for crossing arroyos and sharply incised ravines. As of 1950, there reportedly were 1,200 bridges in the Republic: 34 of steel, 220 of concrete, and 880 of wood. Most of the small or older bridges are of wood, many of which have been allowed to fall into disrepair pending replacement if and when road improvement programs are undertaken. Rickety boards and makeshift patches on the bridges and even by-passing fords and ferries are not uncommon. Often, after heavy rains, an entire bridge will be underwater, not being high enough even for periods of normal high water. A few bridges have been designed to serve as "floors" of fords during flood periods. As roads are gradually being rebuilt and improved, however, concrete or steel bridges are being constructed.

The names of the major steel bridges completed as of 1959 are listed in Table 1 (following p. 7), along with their length, number of spans, type, kilometer distance from Ciudad Trujillo, road locations, and the names of rivers or streams they cross. Figures on load capacities are not available.

There are no tunnels, underpasses, or viaducts in the Dominican Republic.

E. Road Markings and Safety Factors

Road signs indicating curves, hills, side roads, and other hazards are dismally inadequate throughout the Dominican Republic. Distances

Table 1

Steel Bridges

Name	River	Road and Location	At Kilometer Marker	Length in Meters	Number of Spans	Type of Construction
1. Rhadamés	Río Ozama	Autopista Trujillo-San Isidro E edge of C. Trujillo	--	330	6	Steel; suspension
2. Presidente Peynado	Río Isabela	Carr. C. Trujillo-Villa Mella N edge of C. Trujillo	6.0	255	3	Steel; arch truss
3. Ramfis	Río Macorís	Carr. Mella 11 km. (7 mi.) NW of San Pedro	65.6	319	3	Steel; suspension
4. Eugenio Miches	Río Soco	Carr. Mella at El Seibo	127.4	111	3	Steel; through truss
5. Río Soco	Río Soco	Carr. San Pedro-La Romena E edge of Boca del Soco	--	320	7	Steel; truss (highway and railroad)
6. J. Sánchez Ramírez	Río Chavón	Carr. Mella W edge of Bejucal	141.9	76	--	Steel
7. General Santana	Río Sanate	Carr. Mella 9 km. (5.6 mi.) W of Higüey	159.9	62	1	Steel
8. Lucas Díaz	Río Nizao	Carr. Sánchez 8 km. (5 mi.) NE of Paya	50.2	221	7	Steel; truss
9. José Trujillo Valdez	Río Baní	Carr. Sánchez E edge of Baní	65.4	94	3	Steel; through truss
10. Julia Molina	Río Ocoa	Carr. Sánchez 2 km. (1.2 mi.) S of Las Carreras	37.0	289	5	Steel; through truss
11. Presidente Troncoso	Río Jaina (Haina)	Carr. Sánchez 3 km. (1.9 mi.) W of Jaina	146.3	166	5	Steel; deck truss girder

Approved For Release 2000/08/25 : CIA-RDP79-01009A002700010017-4

Approved For Release 2000/08/25 : CIA-RDP79-01009A002700010017-4

C-O-N-F-I-D-E-N-T-I-A-L

Table 1 (continued)

Name	River	Road and Location	At Kilometer Marker	Length in Meters	Number of Spans	Type of Construction
12. Yubazo	Arr. Yubazo	Carr. La Toma	32.4	--	--	--
13. Lebrón	Arr. Lebrón	Carr. Hato Nuevo	24.2	--	--	--
14. Generalísimo Trujillo	Río Yuna	Carr. Duarte 1 km. (0.6 mi.) N of Monseñor Nouel	92.8	137	3	Steel; through truss
15. Camú	Río Camú	Carr. Duarte	132.0	--	--	--
16. Río Verde	Río Verde	Carr. Duarte	141.5	--	--	--
17. Licey	Río Licey	Carr. Duarte	145.0	--	--	--
18. Ercina Chevalier	Río Camú	Carr. Rincón-S. F. de Macorís 8 km. (5 mi.) N of Rincón	118.3	62	--	Steel
19. Pedro Molina Pena	Río Camú	Carr. La Vega-La Jagua	137.0	--	--	--
20. San Marcos	Río S. Marcos	Carr. Puerto Plata-Imbert	241.0	--	--	--
21. Obispo	Río Obispo	Carr. Puerto Plata-Imbert	--	--	--	--
22. Bajabonico	Río Bajabonico	Carr. Imbert-Altamira	--	--	--	--
23. Canete	Arr. Caña	Carr. Santiago-San José de Las Matas	124.0	--	--	--
24. Yaque	Río Yaque del Norte	Carr. Santiago-San José de Las Matas; at Santiago	175.0	274	--	Steel; prestressed
25. Federico de J. García	Río Yaque del Norte	Carr. Esperanza-Amina	219.0	--	--	--
26. San Rafael	Río Yaque del Norte	Carr. Esperanza-Valverde	223.0	--	--	--
27. Castanuela (?)	Río Yaque del Norte	Carr. Duarte-Castanuela	--	--	--	--
28. Guayubín	Río Yaque del Norte	Carr. Duarte-Guayubín	--	--	--	Steel
29. Ara	Arr. Malo	Carr. Cojobal-Juan Sánchez	--	--	--	--

along main roads, however, are marked, using the common Latin American system of placing concrete posts a kilometer apart; the distance from the capital (Ciudad Trujillo) is given on the face of the post, and the distances from the last town and to the next town are given on the sides toward each. An occasional name sign may indicate that a side road leads to the town indicated. Information about places any great distance away is difficult to obtain, and the traveler often is saved from mistakes only because he has but one road to travel on. Speed limits (60 km. per hour on the open road) have been established, but roads are seldom patrolled because the police do not have the vehicles needed for patrol purposes. The best deterrent to speeding is the roughness of the roads, but the accident rate is very high and will undoubtedly increase as the roads are improved. Pedestrians and livestock use the roads at all times and are reluctant to give way to vehicular traffic.

Army checkpoints are located at many places along the main roads, often at 25-kilometer (16-mile) intervals; and all but official cars must stop and report the names of passengers, where they came from, and where they are going. In this way the government can keep track of the movement of all persons at all times.

F. Commercial Transport

Numerous bus lines service almost all sections of the country. They have schedules that are more or less regular, depending to some degree on the antiquated state of the equipment and periodic breakdowns. Taxis (called públicos) also can be hired for interurban service.

Almost all freight is carried by truck.

G. Road Maintenance

Road maintenance in the Dominican Republic is consistently inadequate. The over-all care and expansion of the road system is the responsibility of the national road department (Secretaría de Estado de Obras Públicas), but a few municipalities maintain feeder roads, and all towns maintain their own streets (except those that are parts of through routes).

The high percentage of roads with only gravel or dirt surfaces contributes to the maintenance problem. Severe seasonal rains and heavy truck traffic are factors that cause continuing deterioration; and, when coupled with initially poor methods of construction, the reapir problem assumes major proportions. The principal road-building process for hard-surfaced roads consists of scarification, grading, rolling, spreading of gravel, oiling, adding a layer of asphalt, and then adding more gravel. For gravel-surfaced roads, work stops with the first application of gravel. Dirt roads are simply graded and rolled, or they may be completely unimproved. With such marginal standards, roads break up quickly unless repair is maintained constantly. Even a good gravel road will disintegrate within 2 or 3 years unless the rapidly forming chuck holes are filled and the frequent washouts are regularly repaired. All dry weather roads degenerate quickly, often developing such deep ruts and high centers that only horses or high-wheeled carts can negotiate them.

III. Railroads

Rail transport in the Dominican Republic is disproportionately divided between two categories of service: government-owned lines and private industrial lines. The 17 operating systems use 7 different gauges plus portable tracks; and the widely separated, short lines form nothing

resembling a railroad "net." For this reason, railroads are of little significance to the country as a whole, and the existing lines have practically no military value.

The government-owned line, Ferrocarril Sánchez-La Vega, is operated by the Banco de Crédito Agrícola y Industrial. At present, it provides service only between Sánchez and La Vega -- a distance of 120 kilometers (75 miles) -- over track of 1.067-meter (42-inch) gauge. The roadbed is in a seriously deteriorated condition, and the rolling stock very old. A 1959 report states that seats in the passenger cars at that time were merely benches, and another report states that passenger service is available only when called for, usually once a week. The equipment as of 1959, consisted of 9 passenger cars, 6 locomotives, 1 diesel engine, and 78 freight cars, 53 of which were gondolas. Although the amount of freight carried is small, the railroad can render an important service to inland towns on occasions when road transport between Sánchez and Julia Molina is interrupted by heavy rains. In contrast to the specialized industrial lines, the government railroad hauls general freight, with coffee and cacao perhaps heading the list. Detailed statistics on commodities and number of passengers transported are not available.

The Ferrocarril Sánchez-La Vega is all that remains of the former Ferrocarriles Unidos Dominicanos, which included the lines from Puerto Plata to Moca, Samaná to Santiago, Sánchez to La Vega, Las Cabuyas to Moca, and La Jina to San Francisco de Macorís. In 1950 all services over the Puerto Plata-Salcedo section were terminated, and all of the track was torn up except for 10 kilometers in Puerto Plata, which were left to serve the port installations under the Port Authority. The line

from Las Cabuyas to Moca was retired from service in 1951. Recent reports are not clear as to whether the La Jina-San Francisco de Macorís line is currently in operation as a part of the Sánchez-La Vega line.

Whereas the government-owned railroad is of minor significance in the economy of the Dominican Republic, industrial lines play an important role in the transportation of sugarcane from the fields to the mills and in hauling bananas from the farms in the northwest to Puerto Libertador for export. Fifteen sugar companies and one banana company operate 1,478 kilometers (918 miles) of track. Gauge and length of lines, by operators, are shown in Table 2.

Table 2

Industrial Rail Lines

Operator	Gauge	Kilometers
Central Río Haina	56-1/2" (1.435 m.)	183
Central Barahona	39" (1 m.)	89
Central Barahona	Portable Rail	123
Central Boca Chica	30" (.762 m.)	63
Central Porvenir	30" (.762 m.)	63
Central Monte Llano	28" and 20" (.705 and .508 m.)	31
Central Monte Llano	18" Portable (.45 m.)	6
Central Quisqueya	30" (.762 m.)	70
Central Ozama	30" (.762 m.)	47
Central Catarey	24" (.610 m.)	36
Central Consuelo	30" (.762 m.)	130
Central Santa Fé	30" (.762 m.)	25
Central Romana	56-1/2" (1.435 m.)	300
Central Romana	36" (.914 m.)	71
Ingenio Angelina	30" (.762 m.)	62
Ingenio Caei	22-1/2" (.571 m.)	56
Ingenio Cristobal Colón	30" (.762 m.)	67
Grenada Company	42" (1.067 m.)	56
		1.598 (129 portable)

In 1959, these operators owned a total of 8,648 freight cars, divided into the following categories: cane cars, 7,374; flat cars, 655; gondolas, 127; tanks, 99; and other, 393.

The military or paramilitary importance of the railroads is slight because of the short distances covered plus the fact that the various lines are not interconnecting. Economically, however, serious problems could arise from a disruption of industrial rail service within a given plantation, where movement of the crop is geared to the use of the privately owned railroads. In some instances, there are no adequate substitute transport facilities to help move cane or bananas if, for any reason, the railroads were sabotaged or otherwise rendered inoperable.

IV. Air

Air service in the Dominican Republic has developed almost entirely since the early 1940's, and 12 airports capable of handling commercial traffic have been constructed since that time. At present, however, most air traffic is military, and only 10 fields are operable. Since the attempted invasions in 1959, all air traffic has been under strict governmental surveillance; and, except for San Isidro and Trujillo International airfields, all operable fields are strung with cables to prevent landings without prior clearance. Plowed strips across the fields at La Romana and Montecristi have currently rendered both inoperable, but reportedly service could be restored at La Romana within a day or two by using equipment from the La Romana Sugar Central. The Montecristi field had been abandoned even before the current restrictions were imposed in 1959. General Andrews field in Ciudad Trujillo was declared a public danger and was closed to traffic in December 1959. All of its former

traffic is now handled by the Trujillo (International) field at Punta Caucedo. Ten additional airstrips were listed during the 1950's as capable of providing service of some sort. Most were described as useful for emergency landings only, having surfaces of sod or natural earth.

Operable airfields and possible emergency airstrips are listed in Table 3 (following p. 13) along with their locations, lengths, surfaces, and other pertinent data.

V. Waterways

The rivers of the Dominican Republic do not figure in the transport picture. No passenger service exists on any river, and barge traffic occurs only on the Rio Macorís for a few miles inland. Otherwise, only the small boats owned by the natives use the rivers.

Table 3

Airfields

Name	Location	Length and Surface of Runway	Remarks
Barahona	18°14'N-71°06'W 1.6 km. (1 mi.) N of Barahona	1,737 m. (5,700') Asphalt	Southern base for Dominican Air Force. Extensive improvements in 1960.
Cabo Rojo	17°56'N-71°39'W 14 km. (9 mi.) SE of Pedernales on Haitian border	1,524 m. (5,000') and 1,128 m. (3,700') Caliche over sand and rock	Operated by Alcoa Exploration Co.
Constanza	18°53'N-70°43'W 3 km. (2 mi.) E of Constanza	2,000 m. (6,560') Asphalt	New in 1959.
Dajabón	19°34'N-71°41'W 1.6 km. (1 mi.) NE of Dajabón	1,981 m. (6,500') and 1,097 m. (3,600') Ungraded turf	Built in 1949; used by Air Force for refueling and auxiliary training
General Andrews (Miraflores)	18°28'28"N-69°54'29"W In C. Trujillo	2,134 m. (7,000') and 1,676 m. (5,500') Asphalt	Closed Dec 59; operations transferred to Trujillo Airfield; still staffed by Army.
Higüey	18°37'N-68°43'W	1,128 m. (3,700') Asphalt	Used by patrols as refueling station.
La Romana	18°25'N-68°58'W N edge of La Romana	914 m. (3,000') Ungraded earth	Runways plowed; could be reactivated. Operated by La Romana Sugar Co.
La Vega	19°12'N-70°30'W 3 km. (2 mi.) SE of La Vega	1,067 m. (3,500') Ungraded earth and turf	Used only by the Air Force; unusable when wet.
Montecristi	19°51'N-71°36'W 1.6 km. (1 mi.) NE of Montecristi	1,524 m. (5,000') Compacted earth	Runways plowed; not operational.
Presidente Trujillo (San Isidro)	18°30'N-69°45'W 9.6 km. (6 mi.) NE of C. Trujillo	2,134 m. (7,000') Asphalt and concrete	The main Dominican Air Force base.

Table 3 (continued)

Name	Location	Length and Surface of Runway	Remarks
Puerto Plata	19°47'N-70°39'W 3 km. (2 mi.) SE of Puerto Plata	1,402 m. (4,600') Compacted coral	Only airfield on N coast.
Santiago	19°29'N-70°42'W 1.6 km. (1 mi.) NE of Santiago	1,737 m. (5,700') Asphalt	Air Force patrols operate from here along north coast.
Trujillo, International (Punta Cauceda, Ciudad Trujillo)	18°26'N-69°40'W 19 kms. (12 mi.) SE of C. Trujillo	2,042 m. (6,000') Concrete	Opened Dec 1959.
Old Airstrips: Current Status Unknown			
Azua	18°26'N-70°44'W	--	Latest info. 1951
Colón	18°29'N-69°51'W	--	Latest info. 1956
Consuelo	18°32'N-69°18'W	--	Latest info. 1956
Descubierta	18°33'N-71°45'W 6 km. (3-1/2 mi.) SW of Descubierta	792 m. (2,600') Earth	Latest info. 1954
Guerra	18°45'N-69°37'W	--	Latest info. 1951
Km 22	18°33'N-70°06'W 19 km. (12 mi.) NW of C. Trujillo	1,219 m. (4,000') Natural	Latest info. 1956
Las Lajas	18°33'N-71°54'W (approx.) in town	914 m. (3,000') --	Latest info. 1951
Pedernales	18°03'N-71°42'W 1.6 km. (1 mi.) N of town	853 m. (2,800') Sod	Latest info. 1952
Sabana de la Mar	19°03'N-69°24'W	762 m. (2,500') --	Latest info. 1955
San Juan	18°48'N-71°14'W	--	Latest info. 1956
San Pedro de Macorís	18°27'N-69°19'W 1.6 km. (1 mi.) NE of San Pedro	853 m. (2,800') Compacted earth	Latest info. 1956

Approved For Release 2000/08/25 : CIA-RDP79-01009A002700010017-4